

CLAIMS

1. A vehicle tie down rail conjoinment structure comprised of:

A first connector having a mounting surface at one extremity and an oblique slip-thrust surface formed at the opposite extremity.

- 5 A second connector having a mounting surface at one extremity and an oblique slip thrust surface formed at the opposite extremity.

Given the said structure, a threaded fastening component is utilized to conjoin the said first connector and the said second connector into a single physical entity, wherein the said first connector is inserted into the inner diameter at the end section of a curved anchor footing of a vehicle tie down rail and a second coupling section is inserted into the inner diameter of a straight, thin long pipe member at the end section of the vehicle tie down rail.

2. As mentioned in Claim 1 of the vehicle tie down rail conjoinment structure of the invention herein, the said first connector has an annular flange around its outer diameter that partitions it into a first coupling section and the said second coupling section, wherein the said first coupling section has a first outer diameter and the said second coupling section has a second outer diameter.

3. As mentioned in Claim 2 of the vehicle tie down rail conjoinment structure of the invention herein, the said mounting surface is situated at the end surface of the said first coupling section, and the said oblique slip thrust surface is situated on the said second coupling section.

5 4. As mentioned in Claim 2 of the vehicle tie down rail conjoinment structure of the invention herein, the said annular flange has a lash hole cleat section disposed on it.

5. As mentioned in Claim 1 of the vehicle tie down rail conjoinment structure of the invention herein, the said first connector has hole in its said mounting
10 surface and the said second connector has a threaded hole in its said mounting surface which thereby enables the conjoinment of the said two connectors into a single structural entity.